

HANNA TO USE STRIKE AS LADDER TO NOMINATION?

Prominent Chicago Manufacturer Says the Ohio Senator Will Adjust the Steel Trouble at the Invitation of the American Federation of Labor, and Utilize the Great Prestige Thereby Attained as the First Step in His Effort to Ascend to Height of Republican Presidential Standard-Bearer.

BATTLE NOW SEEMS TO LIE BETWEEN HANNA AND ROOSEVELT.

The Republic Bureau, Washington, Aug. 4.—"The steel strike is going to be the first step of the ladder upon which Mark Hanna will mount to the nomination of the Republican party for the presidency of the United States," said John G. Lynch of Chicago this evening.

Mr. Lynch is a manufacturer and employer of labor, and has appeared before many congressional committees in the dual capacity of an employer and a friend of the laborer. He is as well informed as any man in regard to the national movements of labor bodies, and stands high in the confidence of the leaders of the two great political parties.

"HANNA WILL SETTLE STRIKE FOR HANNA."

"This is not a joke or a surmise," added Mr. Lynch. "It is as near a prophecy as a cautious man can go. Mark Hanna broke up the coal strike last year, just before the presidential election, and he will break up the steel strike. He did one for William McKinley, and he will do the other for Hanna. And don't you imagine that M. A. Hanna will not be a strong candidate for President. He is a strong man in every respect."

"When he undertook to put an end to the coal strike last year, he went to the mines and found that they were not receiving good wages. He went to the operators and was told that they were paying the miners all they could afford, but that on account of the high shipping rate demanded by the railroads they were unable to give the miners the increase they asked."

HOW MARK BROUGHT RAILROADS TO TERMS.

"Hanna then went to the Pennsylvania Railroad Company and asked them to make a lower rate for carrying coal. The Pennsylvania immediately agreed to do so. Then he applied to the smaller roads which touch many of the mines. The proprietors were very arbitrary. Some of them thought it was a good chance to show their independence. I know that one railroad magnate of a small road told him to mind his own business."

"Mr. Hanna then went to J. Pierpont Morgan and consulted with him. Those owners of small coal roads received letters the next day to the effect that if they did not meet the pro rata on the reduction on coal rates of the Pennsylvania, that Morgan would have half of them in the hands of a receiver. Within forty-eight hours the coal



SENATOR MARK HANNA. Who may adjust the steel strike and utilize the prestige as stepping stone to Republican Presidential Nomination.

strike was over and Senator Hanna had settled it. "I believe Shaffer is an honest man, but his conduct of the negotiations with Morgan makes it look to me as if there was a gigantic deal on hand. Shaffer brought back from New York a proposition which the steel council could not accept. You take my word for it, this strike will look serious. There may be disorder. It will reach proportions which will attract the attention of the whole country, especially the laboring element."

"When that time comes the president of the American Federation of Labor will ask Hanna to become the arbitrator on the part of the steel workers. Then Hanna will settle this strike within a day. Do you imagine there will be no political aftermath to such an apparently gigantic undertaking accomplished in so short a time? If you do, you are not familiar with Senator Hanna. So sure as there is a steel strike, Mark Hanna will settle it, and so surely will his candidacy follow the settlement."

ROOSEVELT VERSUS HANNA IN 1904.

In view of Mr. Lynch's forecast, and other significant events recently, the next Republican convention will likely be divided between Hanna and Roosevelt.

BALLOON PROPELLED FROM POINT TO POINT.

M. Santos-Dumont Proves to Wondering Multitude His Perfect Control of His Craft.

SAILS SWIFTLY AGAINST WIND.

Airship Flies Along a Path as Straight as Though It Were Marked Out, and Returns.

DOES NOT TRY FOR THE PRIZE.

Slight Accident at the Start Compels the Daring Frenchman to Throw Over All His Ballast.

SPECIAL BY CABLE.

Paris, Aug. 4.—If any doubt still lingered as to the perfect "steerability" of M. Santos-Dumont's balloon it must have been dispelled by the ascension this afternoon.

Owing to several unfavorable circumstances, the young aeronaut was compelled to abandon his intention of making a trip to the Eiffel Tower. When about 150 meters up in the air he discovered that a too zealous workman had secured knotted the cord that controls the guide rope which governs the plane of direction of his airship. Before he could liberate this cord, as the guide rope was catching in the trees of the Bois de Boulogne, he had to sacrifice all his ballast in order to get clear of the ground, or rather, of the tree tops.

Under such conditions he did not care to venture over Paris, where a descent might have become unavoidable, owing to the lack of ballast. These little drawbacks, however, are of minor importance, and simply delayed the official attempt to win Mr. Deutsch's prize. What M. Santos-Dumont achieved to-day is, in its way, quite sufficient to convince the most skeptical that he is absolutely master of his direction while in the air.

BALLOON SAILS STRAIGHT COURSE AGAINST WIND.

Starting from St. Cloud at 4:15 in the afternoon, the Santos-Dumont, V. after a journey above the Bois de Boulogne in the direction of the Eiffel Tower, turned as suddenly as a yacht answering her helm and came back to the Paris at a fair speed, following an undulating course as though it were marked by a visible straight line. There was only the faintest of breezes, it is true, but the wind was not strong, however, so unobtainable independent of any air current, favorable or unfavorable, that the aeronaut seemed to awake to a full appreciation of Santos-Dumont's triumphant solution of the problem of aerial navigation and greeted him upon his return with a hearty burst of applause. No public announcement had been made of the ascension, and the crowd was not great as on Friday. Nevertheless, the St. Cloud foot bridge held several hundred on-lookers, while in the Parc de St. Mande a couple of hundred who were admitted by card and who included most of the members of the Aero Club and Prince Roland Bonaparte, the Marquis de Dion, Comte Henri de la Vaux and Mme. Deutsch and her children. About 4 o'clock the inflation of the balloon was completed. A final glance over the details of the steering and propelling apparatus and M. Santos-Dumont gave the signal for the ascent to be cleared of people so as to enable the airship to be drawn out into the open. The balloon was guided to the western side of the Parc, while Comte de la Vaux stood ready, watch in hand, to note the hour of departure.

CONTROL OVER RULES DISTURBS AERONAUT.

At this moment, there occurred a little incident that somewhat disturbed M. Santos-Dumont's equanimity. Just as he was about to leave the prize committee "reminded" him that the starting time would be taken at the exact instant his guide rope left the ground and that the moment of his return would be the instant his balloon came to earth again. To this latter detail M. Santos-Dumont objected very flatly. He claimed very loudly that the end of the voyage was the moment he arrived over the starting point. Not only does this seem to be common sense in his content, but it is also in accordance with both the letter and spirit of the conditions laid down for the Prix de l'Aero Club contest. The clause regulating this point reads as follows:

Clause 4.—The course of the trial have been definitely laid down by the committee as follows: Starting from Parc de St. Mande in the direction of the Eiffel Tower, and returning to the same point in the neighborhood of the Bois de Boulogne, without touching the ground and solely by means of the apparatus attached to the balloon, a complete turn in such fashion that the axis of the Eiffel Tower shall be within this circuit, and return to the point of departure in a maximum time of half an hour.

There is no question of touching the ground in this clause, and, very reasonably, the moment the balloon arrives above the starting point the guide rope naturally will be seized by the men waiting to assist in the descent. From that moment, the balloon will cease to be guided by its motor.

ROPE CATCHES AT THE ASCENSION IS BEING MADE.

M. Santos-Dumont did not make any fuss about this point. He simply pointed out its impracticability, and then returned to the work of preparing for his ascent.

Within a few minutes the balloon began to rise, the guide rope slipping rapidly through the hands of the workmen, while Comte de la Vaux counted off the seconds. "Trois-un, deux, trois." He marked off each of the latter figures, representing a fifth of a second, and at the third the end of the rope slipped out of a workman's hand and the balloon was free.

But not clear of the earth, for its ascension power seemed hardly great enough and the rope dragged behind the balloon, catching in a fence, hedge, on the roof of a cottage, near the Bois, at which point M. Santos-Dumont lost his hat, and in the trees of the Bois.

Once, indeed, it caught so strongly that the balloon lurched forward and appeared to be falling to earth, point foremost. By throwing out almost all the ballast in the car M. Santos-Dumont sent up the balloon with force enough to wrench loose the rope. Then, heading directly for the Eiffel Tower, he made off across the Bois.

A few minutes later a cry went up: "He is coming back!" It was true. The balloon had made a curve and began to come back to the Paris. It was the prettiest sight imaginable to see the steadiest with which it followed its course, the airship, looked at from end on, appearing like a circle that grew bigger and bigger, until it was directly overhead, when M. Santos-Dumont dropped the motor and began his preparations for descending.

ANOTHER SLIGHT ACCIDENT THREATS THE NUTCRACKER.

Something, however, had gone wrong. This was evident for at a certain moment



SERENE DAYS IN GRIZZLY GULCH.

MAMMA BEAR: "DON'T BE AFRAID, CHILDREN. TEDDY IS HUNTING BUGS THIS TRIP."

TWELVE HUNDRED MEN LOST IN BATTLE IN VENEZUELA.

FIGHTING CONTINUED TWENTY-THREE HOURS, JULY 28-29.

Caracas, Venezuela, Aug. 4.—The Venezuelan Government announces that a force of invaders under General Rangel Garbin, including twenty-five battalions of the Colombian army, was repulsed by the Government troops and compelled to fall back across the frontier after twenty-eight hours' fighting, July 28 and July 29. It is officially asserted that the invaders lost 900 men, the Government troops losing 500. The Government has sent reinforcements to the frontier.

ENGLISH ACCOUNT SAYS 1,100 MEN WERE LOST.

London, Aug. 4.—The Reuter Telegram Company has received the following dispatch, dated August 4, from Caracas: "A dispatch from Caracas says that 6,000 revolutionists were defeated, after thirty hours' fighting July 28 and July 29, with a loss of 800 men, the Government loss being 300."

KIDNAPED IN A BATHING SUIT.

Girl Stolen From Her Lover While Enjoying a Dip in Lake Michigan.

St. Joseph, Mich., Aug. 4.—Miss Irma Pallas, a beautiful Italian girl, 17 years old, whose home is in Chicago, was mysteriously kidnaped out of the lake at dusk last evening. This afternoon she was found by the police, and she is being held at the police station. Her lover, a young man named Casiano, is being held at the police station. He is being held at the police station. He is being held at the police station.

LEADING TOPICS

TO-DAY'S REPUBLIC.

THE SUN RISES TO-DAY AT 5:32 AND SETS AT 7:18.

WEATHER INDICATIONS.

For St. Louis and Vicinity: Continued cloudy, with local showers and rising temperature.

For Missouri—Fair Monday and Tuesday; warmer Tuesday.

For Illinois—Fair Monday and Tuesday; probably warmer Tuesday, with variable winds.

1. Hanna to Use Strike as Ladder to Nomination.

2. Royal Relatives Near Dying Empress.

3. Rain for St. Louis in Prospect.

4. General Steel Strike Expected.

5. World's Fair Building Questions.

6. Son Shoots Father.

7. George E. Cain Dead.

8. Monroe Doctrine's Future.

9. Illinois Apportionment.

10. Baseball Scores.

11. Racing Entries.

12. Editorial.

13. The Stage.

14. Favor Athletic Exercises.

15. Three of Bathing Party Drowned.

16. Doctor T. R. Everette Dead.

17. Republic Want Advertisements.

18. Republic Want Advertisements.

19. Lead and Zinc Weekly Report.

20. Modern Women and the Moral Woman of America.

21. Effect of Illinois Apportionment Law.

22. Bullish Close to all Grain Markets.

23. Live Stock Markets.

24. River News.

25. St. Louis Business Men Give Two Picnics.

26. News From That Side of the River.

27. Weather Club Predicts Storm.

SIX INJURED IN COLLISION WITH CAR.

Charles H. Petton, Carriage Manufacturer, and His Family Were Hurled From a Barouche.

MRS. PETTON MAY NOT RECOVER

Physicians Pronounced Her Condition Serious—Three Children and Miss Bertice Pohere Also Hurt—Other Accidents.

Six persons were injured last night by the collision of a Bellefontaine street car with the barouche of Charles H. Petton, president of the Petton Carriage and Wagon Manufacturing Company. Mrs. Petton sustained internal injuries and was badly cut on the face and head. Her condition is pronounced serious. Mr. Petton was cut on the face. His daughter, Elizabeth, 9 years old, was cut on the head and bruised about the body. His two sons—Paul, 12 years old, and Theodore, 17 years old—were cut and bruised about the body, and Miss Bertice Pohere was cut over the right eye.

The collision occurred on Bates avenue near Virginia avenue about 7 o'clock. Mr. Petton was out driving with his family, and was crossing the street car tracks when car No. 1021 crashed into his barouche, overturning the vehicle.

The occupants were thrown to the ground. Mrs. Petton fell beneath the vehicle and was in a dazed condition when removed. Mr. Petton was thrown to the ground, his face striking the pavement, and his little daughter struck her head against a rock. Miss Pohere, who was riding with the Petton family, was thrown several feet and struck on her face. The boys fell from the vehicle and escaped with a few cuts and bruises.

At the place where the accident occurred there is a grade, and the car was running at a high rate of speed when the collision occurred. The motorman tried to stop the car when he saw the vehicle crossing the track, but his efforts were futile. The victims were taken to the office of Doctor J. W. Kay, No. 123 Bates street, where their injuries were temporarily dressed. A carriage was summoned, and they were taken to their home, No. 1021 Chouteau avenue.

The car was in charge of Conductor Ezra Crosswhite. Abraham Beck was the motorman.

Other Accidents Reported.

While attempting to board an Easton avenue car at Twentieth street and Franklin avenue at 9 o'clock last night, Charles Schrodry missed his hold and was thrown to the ground. He sustained several contusions on the head and was cut about the face. After his wounds were dressed, he was removed to his home, No. 424 Lucky street.

While crossing Broadway at the intersection of Angelica street at 10 o'clock last night, Jacob Baumgartner, 15 years old, living with his mother at No. 408 North Broadway, was struck by a north-bound Broadway car and cut on the head. His injuries were dressed by Doctor Kehrman, who removed him to his home. Baumgartner was getting out of the way of a south-bound car when struck by the car going in the opposite direction.

A Chesapeake street car yesterday morning collided with a wagon driven by Philip Rutch of No. 248 Oberlin avenue, at Robert street and Garrison avenue. The driver was thrown to the street and sustained a sprain of the left ankle. He was taken home.

A Lee avenue car jumped the track on Nineteenth street, between Angost and Agnes streets, yesterday morning. The passengers were shaken up, but escaped injury.

BRITISH NAVY'S LOSS.

Torpedo Boat Destroyer Viper Strikes a Rock and Is Wrecked.

London, Aug. 4.—The British torpedo-boat destroyer Viper struck a rock off the island of Alderney, in the English channel, and is a total wreck.

There was no loss of life. The Viper was the only vessel in the British Navy fitted with turbine engines. During her speed trials in May and June she attained 34 knots and was pronounced capable of doing 31 knots. At that time she was handled by an inexperienced crew, and her builders believed she would yet attain 34 knots.

ROYAL RELATIVES GATHERING NEAR THE DYING EMPRESS.

Emperor William Is Expected at Cronberg To-Day and King Edward VII Will Leave London This Morning—Other Near Relatives Already With Dowager Empress Frederick, Whose Strength Is Rapidly Diminishing.

Hamburg, Aug. 4.—The Empress, Crown Prince Frederick William, Prince Eitel Frederick and Prince August William arrived at Cronberg, where the Dowager Empress Frederick is lying dangerously ill, at a late hour to-night.

Other royal personages who have arrived are Prince Adolf of Schaumburg-Lippe, Prince and Princess Friedrich Carl of Hesse and the Crown Prince and Princess of Greece.

Emperor William has not yet arrived at Cronberg. He is expected there at 2 a. m. to-morrow.

Professor Revers, the specialist, wired his Majesty to come in all haste.

The following bulletin concerning the condition of the illustrious patient, was issued during the afternoon: "The external disease from which her Majesty is suffering, and which for years has been slowly increasing, has in the course of the last few weeks extended to the internal organs."

"Her Majesty's strength is diminishing rapidly, owing to inability to take sufficient nourishment. She is conscious and, at the present, without pain."

"REVERS, Spelshagen."

King Edward, who has been staying at Cowes, has arranged to leave Portsmouth at 8 a. m. to-morrow by special train, which is due to arrive in London at 5 a. m. He will proceed immediately from London by special train and beat via Funching to the bedside of his sister. It is not yet known whether Queen Alexandra will accompany him.

The Duke of Cambridge is already in Cronberg.

ELOPED AS HER MOTHER DID.



Max C. Weber of No. 2732 Henrietta street and Miss M. Alverda Williams of No. 3134 Clifton place, who eloped to St. Elmo, Ill., and were married last Friday night, after making a drive to the county courthouse at Vandalia, Ill., to procure a license. Twenty years ago the mother of the bride made the same drive under the same conditions, to the same courthouse, to obtain her license.



JOHN G. WHITAKER Of Pine Bluff, Ark. He is president of the Arkansas Board of St. Louis World's Fair Commissioners.